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The Daily Press.

HONGKONG, APRIL 17TH, 1907.

It is a common experience of mankind, and a continual disillusioning of reformers, that the best ideals of applied theory fail to yield wholly satisfactory results in actual practice. There is always the rift in the lute, the sudden jerk when the unfelt tether of humanity is stretched, and the more or less painful recognition of the existence of ignored limitations. China is an empire of worthy ideals and of unworthy practices, of immaculate philosophy and pulpitizing passions. It is not alone in this. Every publicist in every community becomes aware of it at some time or other, and has to resist, if he be concerned for the well being of his kind, the temptation to the pessimistic hopelessness of concluding that all is vanity and vexation of spirit. The Chinese Censor, for instance, is a most praiseworthy institution in theory, and much more capable of usefulness than the sculptured depository of anonymous complaints used by old-time Venetians, or than the letter-boxes of the well-meaning, but in many ways mistaken, ex-Viceroy SUMNER. Officials being mortal and human, though necessary, what more excellent idea could be conceived than to appoint a body of super-officials whose duty it would be to watch them and their conduct in the interests of the general public, and to praise or denounce as occasion seemed to warrant? With the consciousness that such Argus-eyes were upon him always, every official might be expected to walk carefully in the way in which he should go. The Censorate of China in theory is a sort of official

conscience, a monitor to approve or disapprove at the right moment, conducing to probity and fair-dealing. Its members were to be the policemen of mandarin thoroughfares, a restraint upon all tendency to disorder, and a moral support to all law-abiding travellers therein. It is such a good thing, in theory, that it is a wonder the Keir Hardies of other countries have never advocated its adoption elsewhere. Possibly its theoretical aspect of perfection has not been brought to their notice, or it may be that there are so many equally good ideas going abegging that its turn has not yet come. In practice, it has regretfully to be admitted, the Chinese Censorate is and has always been a hollow fraud, a whitened sepulchre. It has not tended to official righteousness, but it has piled extra stones upon the cairn of corruption. One of its latest manifestations is in connection with the Japanese-modelled constabulary of Peking. The new police organization of the Chinese capital has been regarded as one of the symptoms of Chinese reform in being. There is little doubt that it is an actual reform, though at present better in intention than performance. The Censors do not seem to think so, however, and for the third time they have denounced to the Throne the Commissioners who rule the new organization and exercise magisterial functions. "Incapacity and avarice" is the charge which the virtuous Censors have levelled against the chiefs of the gendarmerie, and in reply the Censors are accused of "jealousy and spite." It seems that the creation of two Commissioners of Metropolitan Police with magisterial functions has taken away three-fourths of the power of the Censors, who have hitherto had invested in them the magisterial functions now held by the two Commissioners of Gendarmerie. Prior to this Peking was divided for magisterial and other conveniences, into five "cities" or sections, in each of which was a Censor, who held the designation of "Superintendent of Police" of his "City" or section and tried all police cases brought to him. Cases of importance requiring to go before the higher courts were handed over by him "after due inquiry" to the Court of the Governor of Peking, or to the Censorate—usually after the victim had been squeezed dry. The creation of Commissioners and sub-Commissioners of Gendarmerie has, therefore, taken away the "Rice-bowl" of Censors who have lost their most lucrative means of support.

The mistake was in ever allowing these Censors to take extra-Censorial duties, giving them opportunities for "squeeze" and exaction which as Censors only they would not or should not have had. As a Censor is a man and a Chinaman, or a Manchu and a mandarin presumably, he should never have been permitted, in view of the theory of his position, to aim at fees or payment by results. It is quite evident that the model has been departed from, and the Censors not a whit better than the censored. It is rather amusing, because typically mandarinlike, to find the commandant general of the gendarmerie alluding to the "useless and decrepit organization" of the Censorate regime, and it is certainly impressive to learn that the Throne shelved the Censors' memorials on the strength of representations that "since the policing of the streets of Peking by the new gendarmerie crimes have lessened by two-fifths, whilst the number of arrests has been seven to every two made by the old time police of the Censors." That there should be more than three times the number of arrests after crime has lessened by two-fifths is one of those statistical phenomena calculated to convince even the DOWAGER-EMPERESS that the old order changing, giving place to the new, is not altogether bad because revolutionary. When railways and enlightenment prevail in China, the best censorate, that of the public itself, will be constituted automatically, and we may expect to hear less of these Gilbertian recriminations.

Mr. Beedham, pill maker, died about a week ago.

The report of the Yangtze Insurance Association—an excellent investment—appears on page 5.

Additional lists of the address for H.E. the Governor will be found at Messrs. A.S. Watson & Co., and Messrs. Camphill Moore & Co.

Before Mr. F. A. Hazeland at the Police Court yesterday the master of the steam launch *Kwong Chai* was fined \$25 for carrying 64 excess passengers.

The final of the Hongkong Hotel billiard tournament will be played this evening. The finalists are the well known local players, Pitt of the Police Force and Melvin of the Tai Koo Sugar Works.

Chau Shing, a foreman employed on the works of the new Post Office, was charged before Mr. E. D. C. Wolfe at the Police Court yesterday with assaulting a bricklayer by striking him on the head with a brick. As the bricklayer was in hospital the case was adjourned, bail being fixed at \$260.

France will establish a consulate at Nanking within a short time. Mr. H. For, at present first interpreter at the Consulate-General at Shanghai, is likely to be appointed Vice-consul at Nanking.

During the heavy squall on Saturday, a large cargo boat which was making for the typhoon anchorage at Causeway Bay ran down a smaller craft, the result being that a man and child were drowned.

The Queen of Spain has a passion for open windows. Upon entering the palace at Madrid the other day she also ordered all the windows to be opened at once, and, in consequence, sixteen ladies became incapable of attending upon her, as they all caught chills.

A Liberal M.P. was addressing a meeting when a voice rang out, "What about the Hebrides?" This last word, pronounced as two syllables, completely puzzled the speaker, till it dawned on him that the interpreter wanted his views on the New Hebrides!

The propaganda for redeeming the Japanese Loan continues to spread in Korea on the supposition that the redemption would restore Korea to a position of independence. The latest insinuation, circulated against the Japanese, says a Tokyo telegram in the *N. C. Daily News*, refers to a scheme to federate Japan and Korea.

The British Minister has addressed the Wai-wu in consequence of the opposition of the gentry of the province of Szechuan against the mining concession of Mr. Little in Kiang-poh, and has asked for an indemnity in case Mr. Little should be prevented by the gentry from making use of his concession.

The wife of the Governor-General of India, Lady Minto, and her daughter, Lady Eileen Elliot, have been distinguishing themselves as tiger-slayers. Shooting at Kolabari, Lady Eileen and Lord Minto killed a tigress and two cubs and forenoon, and out of four tigers accounted for in the afternoon, Lady Minto and her daughter each shot one.

The Czar's bomb-proof train, in which the Empress Maria travelled to Calais, consists of nine very large coaches, the bodies of which are specially constructed of steel. Each of the coaches bears the Imperial eagles emblazoned in gold on the outside panels. A peculiar feature of the train is the smallness of the windows. The train is guarded night and day by thirty or forty attendants.

Silk manufacturers are at present making vigorous efforts to remove two evils which seriously prejudice their business, namely the injustice of the Carriers Act, and the injury suffered by the production of imitation silks. The subject was discussed at the last meeting of the Silk Association, when Mr. W. B. Brookelhurst, M.P., said he would endeavour to have their grievances laid before the President of the Board of Trade.

Mr. Harry L. Giller, manager of the *North China Daily News*, passed through Hongkong on the homeward bound French Mail. He goes to Paris and London for professional purposes, and afterwards intends to spend a holiday in the Canaries. Mr. Giller knew Hongkong well six years ago, and is full of admiration for the improvements effected since he then saw it. The substantial nature of the new additions to city architecture was the feature that impressed him most. He is of opinion that in North China the anti-foreign feeling is visibly growing.

It was formally announced in the Japanese Official Gazette of April 2 that the Nippon Dai Hakuran-khai (Great Japanese Exhibition) will be opened at Tokyo on April 1, 1912, and will continue until October 31. At the same time the establishment was announced of an Exhibition Business Bureau for the purpose of attending to all matters relating to the Exhibition. The staff of the Bureau is to comprise one of the Princes as Patron, a Vice-Patron (the Minister of Agriculture and Commerce), a President, a Chief Secretary, four Secretaries, five Engineers, and a number of minor officials. In addition, one hundred and ten experts are to be appointed as councillors.

An association known as the Order of Nebuchadnezzar has been formed at Chicago, the members of which will emulate the example of the famous Babylonian monarch who spent some years of his life on all fours among the beasts of the field. The object of the fraternity is to reduce weight and promote bodily health, for which exercise on all fours is said to be much more effective than dieting and medicine. Enthusiasts of the new cure declare that man in his upright position suffers from which dogs and horses are free. Strict Nebuchadnezzarites read their paper, at their meals, and take all exercise on their hands and knees. In course of time, if there be anything in evolution, we shall expect to find their ears grow longer.

It is intended to present a testimonial to Sir Frederick Young, upon his 90th birthday in June next, in recognition of his eminent services to the Royal Colonial Institute, extending over a period of 37 years. A committee, consisting of the Hon. T. A. Brassy, Lieutenant-General Sir Bervan Edwards, and Sir Nevill Lubbock, representing the council, and Sir Francis Lovell, Mr. R. D. Douglas McLean, and Sir E. Noel Walker, representing the Fellows, with Mr. Algernon E. Aspinall as hon. secretary, has been formed to undertake the necessary arrangements. Sir Frederick Young became a Fellow of the Institute as far back as 1869, a councillor on June 5, 1871, and he acted as honorary secretary from November 24, 1874, to July 27, 1886, on which date he was elected to his present position of vice-president.

At an early date a special Envoy will be sent to London by the Persian Government for the purpose of discussing various questions affecting British financial interests in Persia. The Envoy, it is understood, will subsequently visit Paris, Berlin, and St. Petersburg, as it is recognised that the foundation of the National Bank, by which it is hoped to regenerate the finances of the country, is a matter of international concern. From the British point of view, the whole situation is one of particular interest, as the Imperial Bank of Persia was incorporated under a special Commission granted in 1889 by Nasred-Din the grandfather of the present Shah.

On the occasion of the departure of His Excellency the Governor Sir Matthew Nathan, K.C.M.G., from Hongkong on the 20th inst., the following will be the Military arrangements:—(1) The O. C. R. E. will detail a Guard of Honour in accordance with para 64, (2) King's Regulations to be formed up on Blake Pier by 12.30 p.m. on above date. The Band of the 3rd Middlesex Regiment will accompany the above Guard. (3) The following troops will line the streets in accordance with plans issued, to be in position by 12.10 p.m.:—Royal Garrison Artillery, 100 Rank and File, proportion of Officers; 3rd Middlesex Regiment, 100 Rank and File, proportion of Officers; 119th Infantry, 200 Rank and File, proportion of Officers; 129th Baluchis 300 Rank and File, proportion of Officers; Hongkong Volunteer Corps, 100 Rank and File, proportion of Officers. Troops will present Arms by Half Companies as His Excellency passes. The Mounted Troop Hongkong Volunteer Corps will form an escort, reporting to Government House at 12.10 p.m. Dress for all the above, "Review Order"—Khaki. (3) The C. R. A. will arrange to fire a Salute of 17 Guns to commence as soon as the launch which conveys His Excellency the Governor is clear of the Pier. (4) Officers Commanding Units, Heads of Departments and Staff Officers will meet the Officer Commanding Troops on Blake Pier at 12.40 p.m. Dress "Review Order"—White.

THE COMMISSION.

A SUGGESTION FOR THE DEPARTING GOVERNOR.

Since it became known that the Governor was to leave the Colony at any early date there has been a feeling which has found expression in many places that it would not be out of place if His Excellency could give some indication of the result of the great work of reform with which his name will be associated. The Commission to inquire into the operation of the Public Health and Buildings Ordinance of 1903 had an extremely long sitting, much longer than was ever anticipated, and the inference is that the investigations justified the appointment of the Commission. It had been an open secret that the administration of this Ordinance left much to be desired, and the dissatisfaction, swelling into loud complaints, was too widespread to be ignored. The way had been opened for irregularities and though the staffs of both the Sanitary and the Public Works Department may have been faithful servants a few of them had fallen under suspicion which unfortunately tended to lower the public confidence in the integrity of a section of our civil servants. Not that it was altogether deserved. This was simply a case where the many had to suffer for the misdeeds of the few.

In order then to give some form of completeness to this undertaking which had for its object the purification of administration, it would be very appropriate if His Excellency could see his way to let the community know the value of the service he has rendered in this direction by the publication of a report before his departure. It would be greatly appreciated, and add to the popularity His Excellency has earned here. There may be official reasons why this course should not be adopted at present, but surely some promise of the contemplated reform might be extended before he says good bye to Hongkong.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Robertson Farewell Cup was held at Happy Valley from the 13th to 15th April, 1907. The following returns were made:—

ROBERTSON FAREWELL CUP.		
Mr. R. O. Hutchison	79	scr. = 79
Hon. Mr. W. J. Gresson	92	12 = 80
Mr. A. Gittins	83	scr. = 83
Mr. E. J. Grist	83	scr. = 83
Mr. F. W. Warren	88	5 = 83
Mr. E. F. Mackay	91	3 = 88
Mr. W. J. Saunders	96	7 = 89
(23 entries.)		

POOL.		
Mr. R. O. Hutchison	79	2 = 77
Mr. T. C. Gray	88	11 = 77
Hon. Mr. W. J. Gresson	92	14 = 78
Mr. E. J. Grist	83	2 = 81
Mr. F. W. Warren	88	7 = 81
Mr. W. J. Saunders	96	9 = 87
(27 entries.)		

† Winner of Cup.

* Tie for Pool.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Totomaru* (Bombay Line) left Kobe for this port via Moji and Shanghai on the 14th inst., and is expected here on the 24th inst.
The Boston s.s. Co.'s str. *Tremont*, sailed from Victoria on the 13th inst., and is due at Yokohama on 1st May.
The East Asiatic Co.'s str. *Siam*, left Suez on the 5th inst., and may be expected here on or about the 4th May.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SHIPPING DISASTER.

LONDON, April 16th.
The steamer "Andalusia" foundered off Gibraltar. Twenty lives were lost.

GERMANY'S NAVAL PROGRAMME.

LONDON, April 16th.
Germany has decided to build two larger "Dreadnoughts."

THE INDIAN COMMAND.

LONDON, April 16th.
Lord Kitchener's service as Commander-in-Chief in India has been extended two years.

JAPANESE NAVAL SUCCESS.

TOKYO, April 16th.
The turbines of the battleship *Aki*, launched yesterday, are faster than those of her sister ship *Satsuna*. The crew of the British cruiser *Alacrity* cheered the launch at Kure.

MANCHURIAN RAILWAYS.

TOKYO, April 16th.
At a meeting of the Manchurian Railway Company to-day a proposal to borrow eighty million taels, debentures floated abroad, was sanctioned.

VICEROY SHUM.

SHANGHAI, April 16th.
Viceroy Shum has at last set out for Szechuan.

FOREIGN CONSTABLES ATTACKED.

SHANGHAI, April 16th.
Two foreign river constables pursued salt smugglers on the Yangtzeppoo yesterday. The smugglers resisted and smote Chigwidden rendering him unconscious. The other constable fled and sought help. Chigwidden recovering, crawled to the foreshore and finally reached the lower customs hulk whence he was conveyed to Shanghai Hospital with his head cut and a broken leg.

[REUTER'S SERVICE.]

DESTROYERS IN COLLISION.

LONDON, April 14th.
The destroyers *Furber* and *Osprey* collided in the Channel yesterday; both are damaged, *Osprey* seriously.

THE COLONIAL CONFERENCE.

LONDON, April 14th.
General Botha has landed at Southampton. The Mayor of and the Corporation drove in state to the docks and presented an address to him on board, to which General Botha replied in Dutch, thanking the Mayor heartily for the welcome.

The official opening of the colonial Conference will be held in private. Lord Elgin will preside and Sir Henry Campbell-Bannerman will deliver an address of welcome.

RUSSIA.

LONDON, April 14th.
A mutiny has occurred at the Biga prison. The troops summoned to suppress the mutiny, fired on the mutineers, killing and wounding 19 of them; the loss of the troops being 9 wounded.

A Congress of Nobles intends to petition the Tsar to dissolve the Duma. Krustaleff, the President of the Council of the Workmen's Delegates, who was condemned to a lifelong exile in 1906, has escaped abroad from Siberia.

THE UNITED STATES.

LONDON, April 14th.
News from Chicago states that the Standard Oil Co. has been convicted in the United States District Court for receiving rebates. No penalty was imposed pending an appeal.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on April 16th at the Board Room. The Hon. Dr. J. M. Atkinson (President) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark (Medical Officer of Health), H.C.M. Mr. A. W. Grewin (Registrar General), Hon. Mr. F. J. Badesley (Captain-Superintendent of Police), Mr. H. Humphreys, Mr. Fung Wo-chun and Mr. G. A. Woodcock (secretary).

THE CHINESE AND CREMATION.
A letter was received from the Colonial Secretary relative to the number of dead bodies found cast away in the Colony.

The MEDICAL OFFICER OF HEALTH suggested cremation as the best way to dispose of these, but the Chinese members Messrs. Lau Chu-pak and Fung Wo-chun, wrote strong minutes against this proceeding, stating that it was against the Chinese traditions and a disrespect to the dead.

The papers are to be recirculated, only four members having seen them.

MODIFICATION WANTED.
Correspondence relative to a modification of the requirements of section 180 of the Public Health and Buildings Ordinance 1903 in respect of No. 233 Station Street North, Mongkok is being submitted.

The applicants pointed out that if they had to provide the open space required by the new Ordinance they would have very little house left.

Mr. Lau Chau Pak insisted—No action should be taken in this case as suggested by the A. M. O. H.

The Registrar General—This application should be forwarded to the Colonial Secretary to be laid before the Governor in Council and the Board's opinion on it should be forwarded at the same time. It would be harsh to enforce the law strictly in this case.

On the motion of the REGISTRAR-GENERAL, seconded by the Hon. Mr. W. CHATHAM, it was agreed to forward the application to the Colonial Secretary as suggested.

WATER ANALYSES.
The report of the analyses of the public water supplies stated that in each case the water was of excellent quality.

MORTALITY STATISTICS.
The mortality statistics for the week ended 30th March showed that the death rate for the whole foreign community during that week was 8.2, while for the previous week it was 32.8, as against 49.9 for the corresponding week of last year. For the Chinese community the death rate for the week ended 23rd March, was 22.1, for the following week 16.4, as against 18.1 for the corresponding week of last year. The total death rate for the Colony was 15.8 for the week ended March 30th, while for the previous week, it was 21.9, as against 19.0 for the corresponding week of last year.

MILK AND BEER.
The result of examination of six samples of beer and six of milk during the quarter showed that they were satisfactory.

SUPREME COURT.

Tuesday, April 16th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

MISSING SHEETS.
The case in which two privates of the H.K.S.B.G.A. sought to recover the price of three bed sheets from Mak Lan, a washman, was called. Defendant never did not appear.

The case was adjourned until to-day to enable defendant to replace the missing sheets, which, it will be remembered, plaintiff said cost \$6 each as they were silk lined. The soldiers informed his Honour that the defendant had found the sheets.

His Honour—I thought he would. He had pawned them.

Plaintiffs on being asked whether they would have the sheets or the price of them with costs, replied that they preferred to have their sheets. His Honour pointed out that it would be better for them to get the price of new sheets, and he gave judgment for the amounts claimed, \$12 and \$6, with costs.

THE NEW MAIL CONTRACT.

We have received a White Paper (No. 76, ordered by the House of Commons on March 12th) relating to the C.P.R. Liverpool and Hongkong mail contract. The text provides for the completion of the journey from port to port during the summer months within 708 hours. The contract arranges, with certain modifications, for an extension for two years from April 7, 1906, of the contract of October 12, 1901, in which the Post Office, the Admiralty, and the Canadian Pacific Company were interested, which had already been extended to allow time for a further acceleration. This has now been accomplished by the company, who commenced to run a fast transatlantic service last July.

The advantages offered are shown in the following table of maximum periods of transit:—
Old Contract—Halifax or Quebec to and from Hongkong, April 1 to November 30, 664 hours; December 7 to March 31, 733 hours.
New Contract—Liverpool to and from Hongkong, via Quebec or Rimouski, 308 hours; via Halifax or St. John, 732 hours.

It is estimated that the reduction in period of transit between the two ports will be about ten days. Under Clause 17 it is also provided that the master and officers and, except in the vessels plying between Vancouver and Hongkong, at least three-fourths of the crew of every mail ship shall be British subjects.

The Admiralty are no longer a party to the bargain, but the subsidy of £50,000 per annum remains unaltered, towards which the Canadian Government will contribute £15,000. In a memorandum accompanying the text of the contract the Treasury state they have assented to this extension with some hesitation. The use of the route for postal traffic has hitherto been comparatively small, and they do not regard with favour the grant of subsidies, on commercial grounds. But, in view of the important modifications mentioned, they approve of the arrangement as a purely temporary measure.

FUNNELS AND FLAGS.

THE "SAN CHEUNG." The San Cheung was recently reported, was raised and docked and repaired. She was lying at the Canton steamer wharf yesterday, radiant with flags, and workmen were busy adding the finishing touch to cosy-looking cabins and the commodious saloon. With the popular skipper in command again, there is little doubt that the San Cheung will, as before, have a fair share of the Canton River trade.

THE WHISTLE AGAIN.

Sergeant Atlee proceeded against F. Spieson, master of the German steamer *Chon Fa*, before Commissioner Basil E. Taylor, M.C., Marine Magistrate, for unlawfully blowing the whistle of his vessel on the 14th instant in the harbour. The sergeant said when the *Chon Fa* approached her tug she blew four short blasts and about two minutes later another six blasts. The Captain stated that a steam wharfed was made fast to his tug, and the whistle was blown by the pilot to get her away. A fine of \$40 was imposed.

EXCUSEMENTS TO FILL.

The *Manchester Dispatch* says: It will soon be possible for holiday makers to spend a happy holiday in the Cannibal Islands. Margate and Ramsgate are apt to cloy, and one can even get used to Paris and Rome. So that the Cannibal Islands, as a holiday resort, should be heartily welcomed. The P. and O. Company already announce the issue of through tickets to Fiji, which is a most convenient and comfortable special return fare and there are facilities also by way of Sydney for reaching the Samoan and Tongan Islands. Such a trip would include the New Hebrides, and also some of the lesser known islands of the Pacific. One would also have an opportunity of seeing Norfolk Island, the home of the descendants of the mutineers of the *Bounty*. The period for such a holiday would be from four to six months, and the best time of the year to embark upon it is between March and October.

SOUTHAMPTON SHIPPING.

A Belfast correspondent writes: The news that Harland and Wolff, the great shipbuilders of Belfast, had decided to start a ship and engine repairing yard at Southampton was officially confirmed. For some time past such a development had been frequently rumoured, and as often denied. It was also stated that the new departure would mean the loss of half a million yearly to Belfast, but this statement requires explanation. It is true that Harland and Wolff expect to receive sufficient work at Southampton to cover the sum named, but the large proportion of the work will be contracts that would not come to Belfast. Owing to the circumstances of the moment it frequently happens, for instance, that a disabled vessel is unable, without being towed, to come to Belfast for repairs, and Harland and Wolff expect in such a case to carry out the work at Southampton, where, of course, they hope to undertake any repairs necessary to White Star liners after the summer.

OVERSEAS CUSTOMS FEES AT SHANGHAI. Messrs. Gibb, Livingston & Co., agents of the Ben Line and the E. and A. S. S. Co., and Messrs. Butterfield and Swire, agents of the O. S. S. Co., and numerous other lines, wrote the following joint letter to the Shanghai General Chamber of Commerce.

Shanghai, January 22, 1907. Dear Sir:—The undersigned, representatives of Shipping Companies trading to Shanghai solicit the assistance of the Chamber of Commerce in protesting against the imposition by the Commissioner of Customs of excessive fees for permits to work cargo after Customs hours, whether the vessel works after those hours or not.

It frequently happens that a steamer is due either at Wossung or Shanghai after Customs hours, but from causes over which it will be readily understood we have no control, her arrival is delayed, similarly with steamers leaving the port it is quite impossible to state the actual hour when the discharge or loading of cargo will be completed, in such cases it has been customary to apply for the permit in anticipation, and up till quite recently such permits, if not used, were not charged for.

The Commissioner of Customs now contends that as a staff of tide waiters will be provided that must, therefore, be paid for, and whilst we feel that there is some reason in this argument, we feel that the whole of the fees collected in this manner, there can be no justification for charging a fee, only a very small portion of which can possibly be so utilized.

We venture to hope that you will place this letter before the committee and that we shall receive the support of the Chamber in protesting against what appears to us to be an injustice to the shipping interest.

Interrogated by the Chamber, the Commissioner of Customs replied that shipping firms had been obtaining such permits in excess of actual requirements, and that in consequence of the dislocation of staff (Customs officers being detailed for extra duty at points where their services were not required, to the detriment of necessary work elsewhere in the harbour) he could hold out no hope that these charges would be forgone. (In part) "the proportion of the fee to the total issue is still thirty-two per cent, although shipping agents have received repeated warnings that by continuing to apply for more permits than were absolutely required, they would bring about the strict enforcement of the Special Permit Fee rule. The figures for 1905 were 12,854 permits taken out, and 5,535 unused; for the four months ending in August this year 3,029 permits out and 987 unused. I can see no reason, therefore, for saying any longer to carry out the rule notified in March last. Customs Notification No. 64."

THE ANTI-PHILIPINE MARINE. The Antwerp Chamber of Commerce publishes a remarkable report of the result of the inquiry regarding the proposed creation of a Belgian merchant marine, which is destined to enthusiastic patriots, who cannot understand why the products of Belgium industry should be transported in British and German ships. The report openly combats a Government subvention of any kind, which, it says, would create a national marine only becomes necessary when it is a source of wealth itself, and not a drain on the taxpayer. No merchant marine was ever successfully created by patriotic enthusiasm. The report further recommends, when necessary, the employment of foreign navigators, deprecating any attempt to exclude them, because Belgium has too few and has had too little experience. This report will have a great effect in moderating the wild ambitions of certain factions of well-meaning people, who, ignorant of the practical side of the shipping trade and jealous of the success of England and Germany at sea, would have led Belgium into a disastrous speculation.

LONDON AND ITS DOCKS.

At a meeting of the Thames Conservancy Board last night Lord Desborough presiding, the Parliamentary Committee submitted a report received from the sub-committee appointed to consider the London Port and Docks Bill. It was recommended that the Board should oppose the Bill on second reading, and if necessary appear on their petition in Committee. Mr. G. Burt, in moving the adoption of the report, said he understood that no further attempt would be made to negotiate with the Dock Company. The recommendation having been approved, further discussion across on the proposal of the Committee to transmit a copy of the sub-committee's report to the Board of Trade. The proposal of the committee was approved, and it was decided to address a letter to members of Parliament on the Board recommending them to oppose the second reading of the Bill.

A large meeting of the General Produce Brokers' Association was held at the Commercial Sale Rooms, Mincing Lane, yesterday, to consider the London Port and Docks Bill, a communication having been received from the London Chamber of Commerce asking the opinion of the Association. The Hon. Alban G. H. O'Brien presided. Mr. A. C. Cole (Director of the Bank of England) moved a resolution protesting against the London Port and Docks Bill, promoted by the London and India Dock Company and urging the Government to oppose the second reading. The main object of the Bill, Mr. Cole said, seemed to be to provide an increased income for the ordinary shareholders of the dock companies. Docks were necessary, but merchant interests must be represented on the body which was going to settle the matter. The resolution was carried unanimously.

SHIPPING RINGS.

Mr. F. W. Grimwade, a partner in the London firm of Messrs. Grimwade and Bidley, Australian and New Zealand merchants, giving evidence last month before the Royal Commission on Shipping Rings, stated that the London Chamber of Commerce, sitting at Winchester (Cohen, K.C., stated that rates of freight had been kept more or less uniform by the existence of the shipping conferences, and that had been satisfactory both to merchants and shipowners. However, he considered the system of deferred rebates entirely indefensible, and it should be done away with by legislation, if necessary. The remedy could be easily arranged by a strong combination of the merchants on the one hand and the shipowners and brokers on the other. The merchants should sign an agreement to ship only by conference lines, and in exchange the shipowners should agree to give the lowest rates of freight. In reply to Mr. Fred Maddison, M.P., the witness said that the conference system benefited the consumer by reason of the uniformity of rates which it brought about. The fact that without a conference system would be as violent as from \$5 to \$10 a ton. He was not prepared to say whether he would prefer a system of conference with rebates to no conferences at all. Mr. F. Dyer, who gave evidence on behalf of the South African section of the London Chamber of Commerce, said it was very difficult to see how one could advocate any other system than rebates to keep trade in main groves. He would advocate a rebate system with a system of arbitration added to it. Although he considered that the rebate system would take the trade and be a good thing, he did not think that as at present it gave to the London merchant sufficient elasticity by the way in which he should do his business. In the system we modified it to be then that the feeling of South Africa against it would be less intense. He took it that the abolition of rebates could only be brought about by legislation, and even then it was a less than a perfect remedy. Such legislation would be made effective without interfering with international laws and out interfering with existing treaties with foreign countries. The present state of trade with the Cape was deplorable, and there was not enough cargo to go round the seven lines of steamers. He fancied that the opposition in South Africa was not so much to rebates as to the high freightage.

TARIFF REPORT'S ADVANTAGES TO SHIPPING.

Sir Joseph Lawrence presided over a meeting of the London Welsh Conservative and Unionist Association held at Carlton Hall last night, when Mr. F. L. Vernon Harris, a member of the Tariff Reform Commission, read a paper on "Shipping as Affected by Tariff Reform."

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Sir Joseph Lawrence presided over a meeting of the London Welsh Conservative and Unionist Association held at Carlton Hall last night, when Mr. F. L. Vernon Harris, a member of the Tariff Reform Commission, read a paper on "Shipping as Affected by Tariff Reform."

THE LATE SIR THOMAS HANBURY.

Mr. E. M. Holmes, F.R.S., curator of the Museum of the Pharmaceutical Society of Great Britain, writes to a contemporary from 7, Bloomsbury-square: "In your notice of the death of Sir Thomas Hanbury, I observe the omission of English scientific institutions which have been benefited by his munificence, and which have been benefited by his munificence. I may perhaps mention one instance. The Museum of the Pharmaceutical Society of Great Britain in November, 1892, was presented by Sir Thomas Hanbury with the valuable collection of rare and ancient and modern materia medica made by his brother Daniel (who had a medical and botanical authority in materia medica and botany), as well as with all the medicinal plants collected during many years for his botanical from all parts of the world. The library of the society at the same time received a large collection of scarce and extremely valuable works on materia medica and botany. Both the specimens of materia medica and books have been utilized by reference by many scientific men, and only recently the herbarium of medicinal plants afforded considerable information to the botanists of the Royal Gardens at Kew and Berlin. As Sir Thomas Hanbury himself took great interest in medicinal plants—a fact well known to all visitors to his celebrated garden at La Mortola—it indicates a little self-denial to have parted with the botanical treasures presented to this society."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 16th at 11.45 a.m. The barometer has risen moderately in N. China and fallen slightly over S. China, the Loobooos and the Philippines. Pressure is high over N. China, and still low over the Pacific to the S. of the Loobooos. The wind will probably freshen from N.E. in the Formosa Channel, and moderate S.E. and E. winds may be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.41 inches. The forecast for the 24 hours ending at noon to-day is as follows:—N.E. winds, freshening. South coast of China between 22° and 24° N. Same as No. 1. Hongkong and Lamocke Same as No. 1. South coast of China between 24° and 26° N. Same as No. 1. Hongkong and Hainan Same as No. 1. E. winds, moderate or fresh; unsettled, thunder showers.

retained for their own shipping alone, remained to be seen. But there would be nothing to prevent us excluding other countries from participating in these in the event of their being unwilling to throw open their own home and colonial trades to the shipping of this country.

HAMBURG TROUBLES.

An international conference of trade union delegates engaged in transport work was held at Rotterdam to discuss the situation at Hamburg, for which port dockers have been recruited from London, England, Germany, France, Belgium, Switzerland, and other countries sent delegates to the number of sixty, and some eight of the Hamburg dockers were present. An agreement was arrived at as to the action to be taken by the unions in these countries in the event of a strike.

"If the strike goes on," declared one of the English delegates, a prominent man in the Labour movement, "it may extend to great many ports both on the Continent and in England. The position, when discussed at the conference, he continued, 'was a very peculiar one. So six months ago the men took a day's holiday. When they returned to work the employers said: 'As you have taken one day for your own convenience, we are going to lock you out for ten days for our own.' So they locked the men out and took some blacklegs from England. When they asked the men to return at the end of the ten days the men said: 'No. Before we return we have one or two little matters to clear up.' One of these was that there was to be no night work after ten o'clock. The employers consented to this, and published in the papers statements to the effect that the employers were delighted to abolish night work. Well now, suddenly, the employers demanded that the ten o'clock rule shall be abolished. The dockers replied: 'No. It was a good thing, so you said in the papers, and we shall continue it.' The employers wanted the men to strike but the men said: 'No. If there is to be a strike, you will have to lock us out.' The employers were afraid to lock the men out because there are certain strike clauses in their agreements with merchants and shippers, under which, if they locked the men out, they would have to pay compensation for loss of cargo and stoppage. If the men were to strike, on the other hand, the employers would be exempt because the strike clause would protect them. That has been the position in Hamburg. It is the finest port in Europe from the shipworkers' point of view. Every man in the port is a trade unionist, and the employers are Bismarcks. This affair is very bad from the international point of view, and is creating bad feeling between one country and another. The Englishman's name is becoming ill odour in this matter of providing blacklegs. The Hamburg dockers, however, are not afraid of the type of man England is sending over."

A MIRACLE IN BORNEO.

Mr. W. H. Hastings of Lahad Datu writes to the *British North Borneo Herald* as follows:—Are the days of miracles over? This is the question that everybody here in Lahad Datu is asking themselves. A man, well known here, who has for over three years been unable to make himself understood can now talk fluently. Three years this man could only mumble. He like a person with no real mind. He communicated with his fellows by writing either Malay or Romanized Malay. The day before yesterday I was at breakfast when my servant said to me: "Tuan, Salleh wants to see you, he can now talk." "What? Salleh the watchmaker?" I asked. "Yes, Tuan," he can speak; his voice is weak but quite distinct." I sent for Salleh, who came, and it is quite true the man can talk as well as any one. He told me that for three years he had tried all kinds of medicines, and at length, in despair, went to the grave of a Hindu and for 21 nights prayed there. On the 21st night his voice returned to him. That the man has been unable to make himself understood for over three years can be vouched for not only by myself but by nearly every European, Native and Chinaman in the place. You can imagine the excitement amongst the Mahomedan community.

THE LATE DR. DOWIE.

When the pious humberg Dowie lay dying, he uttered his apostrophe. Here in lines is the brief record of his astonishing career:—Born in Edinburgh, May 25, 1847. Emigrated to South Australia, 1867. Returns to Edinburgh and studies theology for five years, 1867. Becomes pastor of a Congregational Church in Sydney, 1873. Imprisoned for a short period in Tasmania; emigrates to San Francisco, 1888. Arrival without a cent at Chicago, 1891. Preaching and building up a church in Chicago, 1892-99. Starts a scheme to build Zion City, 1900. Visits New York, August 11, 1904. Arrives in London, August 20, 1904. Purchases 6,500 acres of land as site for Zion City, September 3, 1904. Campaign in London, October and November, 1904. Returns to Chicago, January 1, 1905. Leads army of 4,000 faithful to dedicate site of Zion City, May 1905. Mission to New York, October, 1905. Mission to Australia, January, 1904. Attacked by the populace, flees the country, and goes to France, May, 1904. Returns to London, June, 1904. Returns to Zion City, is supererogated, stricken with paralysis, October, 1904. Died March 1907.

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THE STRUGGLE FOR TRADE.

From a White-book issued on February 22 upon foreign trade and commerce, in which details of the exchange of foreign countries and British possessions are set forth by the Commercial Department of the Board of Trade the following comparison table is extracted relating to the trade of the five chief manufacturing nations:—

of the Royal Gardens at Kew and Sir Thomas himself took great interest in medicinal plants—a fact well known to visitors to his celebrated garden at Lambeth—it indicates a little self-denial to have with the botanical treasures presented to society."

EXPORTS.

	1905.	1906.
U. Kingdom	329,817,000	375,674,000
Germany	246,552,000	269,250,100
U. States	333,213,000	369,325,000
France	194,675,000	201,747,000
Belgium	87,706,000	97,647,000

The above figures are to some extent subject to rectification, in view of the fact that Germany, France and Belgium estimate the value of their foreign trade on a basis fixed before-hand, whereas the custom in the United Kingdom and the United States is to estimate values on the actual amount of trade, therefore, British trade in the tabular statement is, comparatively with the actual amount of trade, more favourably represented than the trades of Continental rivals.

HOW TO BE BRAUTISFUL.—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialities for the Skin are the study of the latest and the privations they endured, and no lives were lost.

UNDER THE WHITE ENSIGN.

A Writer of notes with this heading in the *Evening Standard* says:—Sir Arthur Kayet Wilson has been specially promoted Admiral of the Fleet. He will not, it is believed, receive any appointment ashore or afloat for the present; but in this way his services are preserved for the country, and it may not, perhaps, be long before he will be found in a position of great responsibility, though not that for which his name has been mentioned. There are now three specially promoted Admirals of the Fleet on the list—Lord Wilsen, Sir John Fisher, and Sir Arthur Wilson. Perhaps it is intended to continue such promotions for distinguished service—quite rightly, as most people will think. If not there will, sooner or later, be a block which will be felt as a hardship by deserving officers sent for promotion.

The debates on the Navy Estimates were useful in that they resulted in something like a general agreement as to the meaning of the "Two-Power Standard." It may now be taken as established that the two next strongest Powers, whichever they may be, are meant when the standard is invoked. This, of course, is the only common sense interpretation. Since the country depends on sea-supply, and since it is necessary that we should be prepared to resist attack by any possible, not only by any probable, combination. This, of course, does not mean that we are to build against the world; but that we are not to be lulled into security by the fact that, in the momentary circumstances of the time, such and such a Power is maintaining friendly relations with us. Now alliances for a fixed period of time do not absolve us from taking precautions against a rupture of amity with the ally. Alliances usually contemplate common action against a third Power or combination of Powers. They are not to be taken as a guarantee that differences may not arise between the allies themselves. Such a thing is, of course, unlikely; but it is not impossible, nor without precedent in history.

In contemplating the future, it is well to remember, as was pointed out in debate, that after the expiration of its term of the Japanese treaty it may be necessary soon now to keep a squadron of battleships in Chinese waters. We trust that no differences will ever arise with our good friends the Japanese; but the possible awakening of China may have far-reaching consequences. In estimating our needs under the two-Power standard, it is of importance to the event of trouble arising suddenly in the Far East. It is for this reason that, however satisfactory our position may be at the moment, and for some years to come, we are bound to contemplate the need of increased programmes in the future. Mr. Balfour's expressed hope in the future, Mr. Balfour's expressed hope that the Government of the day might then have the courage to ask the country to make the required sacrifices was by no means a mere expression of opinion.

An innovation deserving of notice is introduced into the new ocean-going destroyers *Saracen* and *Amazon*, which are each to be fitted with two four-inch B.L. guns. The largest weapon hitherto fitted in a destroyer is, of course, a 12-pounder. The four-inch gun fires a shell of twenty-five pounds weight, or more than double that of the weapon which it is superseding. The increase of power, therefore, seems considerable, but it is not the case that the experience of the Russo-Japanese war shows that the effectiveness of a gun for use against torpedo boats depends rather on the sensitivity of the gun than on the weight of the projectile. A 12-inch in the engine-room or a shell which penetrates the bottom will, of course, be effective in proportion to its weight, but a large number of projectiles sent straight through without bursting, and if this occurs, the larger calibre of the gun will give no practical advantage.

THE LATE "DR." DOWIE.

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EXPLORATION IN TIBET.

On reaching Shigatse, towards the end of February, Dr. Sven Hedin gave information as to his adventures in the inaccessible regions of Tibet. The British interdiction of exploration in Tibet led the famous Swedish traveller to enter the country by way of Chinese territory. Between Chinese Turkestan and Tibet he travelled 840 miles in unexplored country, all of which was mapped, points being fixed astronomically and panoramas drawn. A meteorological journal was carefully kept, and many photographs were taken. A comprehensive account of the whole journey was drawn up, and over 200 specimens of rocks in connection with geological profiles were secured. Before the expedition met the first Tibetan human footprint for 83 days, and the caravan, which had consisted at the start of 122 persons and mules, had so dwindled down that the 25 Lachhi servants with the party had to carry a good deal of the baggage. When the caravan reached Ngung-tso only eight ponies and one mule were left, but fortunately Dr. Sven Hedin was able to buy 22 good yaks from the Tibetans. Dr. Sven Hedin was received very favourably by the Tibetan officials, and, curiously enough, one of the first he met was the man who refused him access in 1901. The explorer, his two assistants, and the Lachhis all enjoyed good health in spite of the intense cold and the privations they endured, and no lives were lost.

THE CHAMPAGNE

OF THE TWENTIETH CENTURY

MOËT AND CHANDON

"WHITE SEAL"

AND

"DRY IMPERIAL."

SOLE AGENTS

H. PRICE & CO.

TELEPHONE No. 135.
361WINE AND SPIRIT MERCHANTS.
12, QUEEN'S ROAD CENTRAL.

CHINESE RAILWAY SCHEMES.

ATTITUDE OF THE BRITISH GOVERNMENT.

The *Pall Mall Gazette* says:—

With the single exception of education, there is nothing into which the Chinese are throwing themselves with such enthusiasm at the present time as into the construction of railways. From all sides come reports of lines being advocated, planned and in some cases begun.

No great harm would be done to the country if this would-be railway enterprise went no further than the transference of money from the pockets of the Chinese into the pockets of officials. There is, however, one phase of this activity which contains an element of danger to China's welfare. The attempts to anticipate foreign capital by the raising of funds from purely Chinese sources are in several instances directed against schemes already provided for by treaty obligations. It is obvious that, unless mutually satisfactory arrangements are made for the surrender of the concessions' rights in such cases, China is adopting a course which will lead to trouble, and at the same time prove as costly as most branches of treaty undertakings. An instance of an attempt to interfere with the central Government's pledges is to be found in the proposed railway from Sheanghai to Hangchow. There is no reason why this line should not be constructed to Kashiow; but from that point to Hongchow the railway is already bespoken for foreign capital.

In keeping with her recognised policy, Great Britain is making no attempt to press her point, but is willing within limits to allow the Chinese Government to settle the matter in its own way. This conciliatory attitude, however, should not be misunderstood. If the concession is recklessly violated, the British Government will naturally insist upon full compensation, and will be in a position to enforce her demands. The blow, says the *North China Herald*, will fall primarily on the central Government, but it may be taken for granted that in the end the provinces will have to pay for its misdeeds. In the meantime, the railway will probably remain incomplete, even if it is actually commenced. One of China's most pressing needs is railway communication, and too much money could hardly be spent on railway enterprise. But construction should proceed on a regular system and under proper supervision, and up to the present China has not shown herself able to produce men qualified for undertakings of such a nature.

THE INDIAN OPIUM REVENUE.

The statement made by the financial Minister at a meeting of the Indian Legislative Council held on the 20th March last is as follows:—

The future of our opium revenue has been engaging our earnest attention in connection with the proposals recently made by the Chinese Government for the gradual suppression of the opium habit in that country. We have recently addressed the Secretary of State fully on the subject and it is not in my power to make any announcement at present; in fact no forecast of the ultimate outcome is at all possible. But, as evidence of the expressed desire of His Majesty's Government, we have immediately to reduce the area under cultivation have decided to 900,000 hectares also to fix the number of chests of Bengal opium offered at 4,000, with effect from July next, in place of 4,400 as at present. We have also thought it prudent to take a cautious estimate of the prices likely to be realized at the sales and have taken these at Rs. 1,250 per chest, as compared with an average of Rs. 1,391 earned during the current year. The net revenue which we expect to receive from this source is estimated at over 96 lakhs less than in the present year.

THE STRUGGLE FOR TRADE.

From a White-book issued on February 22 upon foreign trade and commerce, in which details of the exchange of foreign countries and British possessions are set forth by the Commercial Department of the Board of Trade the following comparison table is extracted relating to the trade of the five chief manufacturing nations:—

	IMPORTS.	
	1905.	
	£	
U. Kingdom	487,240,000	522,825,000
Germany	358,441,000	392,527,000
U. States	245,555,000	275,225,000
France	191,156,000	209,177,000
Belgium	116,394,000	123,423,000

EXPORTS.

		1905.	
		£	
U. Kingdom	329,817,000		37
Germany	246,582,000		50
U. States	333,213,000		36
France	194,675,000		20
Belgium	87,706,000		9

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press office, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, Codes: A.B.C., 5th St. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG SCHOOLS SPORTS

THE ANNUAL ATHLETIC MEETING will take place on MONDAY, April 29th, on the RACE COURSE, Happy Valley (by kind permission). Entry Forms and Particulars from the Secretaries.

Entrance Closed on April 24th.

H. L. O. GARRETT, Hon. Secretaries, A. R. SUTHERLAND, Queen's College, Hongkong, 17th April, 1907.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 25 The Bund, Shanghai, on FRIDAY, the 26th April, 1907, at 4.30 o'clock p.m. precisely, for presentation of the Report of the Directors and the Accounts for the 31st December, 1906, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 22nd of April, to the 26th April, 1907, both days inclusive. Members holding proxies for absent Shareholders must deposit same with the SECRETARY for Registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 9th April, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, TO-DAY (WEDNESDAY), the 17th April, 1907, at 11 a.m. at Army Ordnance Stores, Queen's Road East, THE FOLLOWING GOVERNMENT STORES.

AT THE ARSENAL YARD: LEATHER ACCOUTREMENTS, LEATHER CASES, WIRE CUTTERS, IRON PADLOCKS, BARBICORDS, WIRE POPE, FLEECE HOSIERY, HORSE HAIR, ARMOURD ELECTRIC CABLE, OLD BRASS, GUNMETAL, COPPER, WHITE METAL, ZINC, STEEL, CAST, WROUGHT AND GALVANISED IRON, LEATHER, BLANKETS, TENTS, TARPULING, PLAIN CANVAS, ROPE, DOOSOTIE, HUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS AND CYLINDERS, PATENT KEYS, PACKING CASES, &c., &c., &c.

A large quantity of OLD CLOTHING. Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of description at Purchaser's risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 17th April, 1907.

COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW POSTCARDS

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHERS

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1907.

SUMMER SEASON, 1907.

ALTERNATING CURRENT FANS.

REDUCED PRICES.

4 Blade Ceiling Fan, 3 speeds... at \$80.00

2 Blade Ceiling Fan, 3 speeds... at \$75.00

2 Blade Ceiling Fan, 2 speeds... at \$65.00

Attachments for 1, 2, or 4 lights, extra.

12-inch Desk Fan, with cord & plug... at \$26.00

16-inch Desk Fan, with cord & plug... at \$36.00

A certain number of 8-inch hand Fans are for Sale or Hire, particulars of which will be furnished on application.

HONGKONG ELECTRIC CO., LD., Office: St. George's Building.

Works: Wing Fung Street, Wanchai.

Hongkong, 1st April, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE S.S. "PAUL BEAU" 1300 tons, 14 knots.

S.S. "CHARLES HARDOUN" 1900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY APPOINTED AND PUNCTUAL STEAMERS ON THE LINE.

Departure from Hongkong at 9.30 p.m. (Saturdays Excepted).

Departure from Canton at 5.15 p.m. (Sundays Excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to E. PASQUET & CO., Canton Agents.

BARRETTO & CO., Agents.

Hongkong, 1st April, 1907.

INTIMATIONS

NOTICE.

WE have this day authorized Mr. RUDOLF LAURENZ to Sign our Firm's name Per Proclamation.

CARLOWITZ & CO. Hongkong, 15th April, 1907.

NOTICE.

THIS is to give Notice that from the 11th day of April, 1907, I will not hold myself responsible for any debts incurred by my Wife Mrs. U. A. FARRELL of 268, Station Street, Yau-mat.

U. A. FARRELL, 268, Station Street, Yau-mat.

Hongkong, 11th April, 1907.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held in the CITY HALL on FRIDAY, the 26th April, at 12.30 p.m.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 12th April, 1907.

WANTED.

A COMPRADE, having business connections throughout the South of China and able to provide substantial security consisting of landed property in Hongkong to the extent of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from Foreign Bank required. Apply by letter only in the first instance to DENNIS & BOWLEY.

Hongkong, 5th April, 1907.

YUET-HAN RAILWAY COMPANY LIMITED.

NOTICE.

THE Attention of the Public is drawn to Clause No. 23, of the YUET-HAN RAILWAY COMPANY'S Regulations:—

"This Company has been formed by Chinese Merchants who shall invite Chinese Subjects only to subscribe for Shares. The Railway shall be constructed by themselves. Foreigners are denied the privilege of subscribing for shares in the Company."

"Chinese Subjects who have been naturalized as Subjects of Foreign Countries, shall be recognized as Chinese Subjects by the Company and are allowed to subscribe. Such Shareholders shall be treated as Chinese Subjects and shall not claim the privilege of a Foreign Subject. Should they interfere in any way the Company is hereby empowered to cancel their shares and all interest and privileges with the Company shall be withdrawn from them."

CHEANG TO CHAI, President of the Yuet-Han Railway Company Ltd.

Canton, 9th April, 1907.

NOTICE.

OWING to the great advance in the Price of Rice and the consequent hardship suffered by the poor our Hospital Committee met to consider ways and means of enabling the poor to procure their daily rice at a cheap rate. A Committee consisting of Messrs. LO GUANG, CHU, O Yik Tong and LI LUI SHAN was appointed and empowered to borrow a sum of \$20,000 from the Portuguese Bank for the purpose of carrying out the scheme, the sum to be repaid out of the Funds subscribed.

The Management of the Hospital desire to publicly express their grateful thanks to Mr. J. L. D. CUNHA-GOMES, Manager of the said Bank for his kindness in granting the \$20,000, and to Mr. W. E. CLARK, the Secretary of the Hongkong, Canton, and Macao Steamship Co., Ltd. for kindly undertaking to carry 10,000 bags of Rice for the above purpose, by the Company's steamers Sui An and Sui Tai, from Hongkong to Macao free of charge.

The amount already subscribed towards the Fund are as follows:—

Yang Wo Co. of Macao ... \$5,000
Hongkong Temples Fund ... 5,000
Lin Kai Temples Fund ... 1,000
Mrs. Au Young Shi (wife of Mr. Lo Cheuk Chi) ... 1,000

THE KENG WOO HOSPITAL OF MACAO.

Hongkong, 16th April, 1907.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every domestic building or part of each building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of March and April.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East and Tank Lane and Cleverley Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North end thereof through the Yau-mat service Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK, Secretary.

Dated this 2nd day of April, 1907.

NOW ON SALE.

THE DIRECTORY AND CHRONICLE FOR 1907.

Complete Edition ... \$10.00

Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

ENTERTAINMENT

THEATRE ROYAL CITY HALL.

POSITIVELY COMING

THE BANDMANN FOLLIES

IN ALL THE LATEST LONDON SUCCESSES.

GRAND OPENING NIGHT

ON THURSDAY,

THE 18TH APRIL, AT 9 P.M.

The above Company is replacing

THE BANDMANN OPERA CO.

who will follow later.

Plan now Open, at Messrs. MOUTRIE & Co.

PRICES ... \$3, \$2 and \$1

Hongkong, 13th April, 1907.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Hon. Mr. E. OSBORNE, to sell by Public Auction,

TO-DAY (WEDNESDAY), the 17th April, 1907, at 2.30 p.m., within his Residence, No. 7, Stewart Terrace, Mount

Gough, The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

Comprising:—

TEAKWOOD HATSTAND with BEVELLED GLASS, BLACKWOOD and LACQUERED TEA TABLES, WRITING TABLE, ENGRAVINGS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS and CROCKERY WARE, CARPETS, RUGS, BRASS-MOUNTED DOUBLE BEDSTEAD with WIRE and HAIR MATTRESSES, CHILD'S IRON COTS, CAMPHORWOOD WARDROBE and DRESSING TABLE with GLASS, MARBLE-TOP WASHSTAND, SUNDRY FLOWERS in POTS, &c., &c., &c.

Also

One COTTAGE PIANO, by John Broadwood & Sons, London (almost new).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 11th April, 1907.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to sell by Public Auction,

ON MONDAY, the 22nd day of April, 1907, at 3 p.m., at his SALES ROOMS, Duddell Street,

IN ONE LOT, THE VALUABLE LEASEHOLD PROPERTY

Registered in the Land Office as Section C of Marine Lot No. 54, with the Building thereon known as No. 129, QUEEN'S ROAD CENTRAL, Victoria, Hongkong.

Particulars and Conditions of Sale may be obtained from the Auctioneer and from the Vendor's Solicitor, Mr. H. K. HOLMES, 51, Queen's Road Central.

Hongkong, 12th April, 1907.

DAVID CORSAIR & SON'S MERCHANT NAVY BOILED LONG GLASS

RELIANCE CROWN TARPULING

ARNHOLD, KARBURG & CO. Sole Agents.

285

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 98 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide ... 34 "

DOCK No. 1.

Extreme Length ... 523 feet.

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Extreme Length ... 571 feet.

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Width of Entrance on Top ... 65 "

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PATENT SLIP.

Suitable for vessels up to 1,000

LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERWORK, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P., specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready

Short Notice.

1175

PUBLIC COMPANIES

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the Company will be held in the Company's Office, 87, GEORGE'S BUILDING, No. 8, Connaught Road, Victoria, THIS DAY (WEDNESDAY), 17th April, 1907, at 11 o'clock a.m. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st February, 1907, and electing a Consulting Committee and Auditors.

SHAWAN, TOMES & Co. General Managers.

Hongkong, 17th April, 1907.

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on SATURDAY, the 27th April, 1907, at 12 o'clock noon, to receive a Statement of Accounts to the 31st December, 1906, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th April, both days inclusive.

J. WHEELEY, General Manager.

Hongkong, 10th April, 1907.

THE MAN ON INSURANCE COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the MAN ON INSURANCE COMPANY LIMITED will be held at the Company's Registered Office No. 2, Queen's Road, Victoria, Hongkong, on SATURDAY, the 27th day of April, 1907, at 12 o'clock noon, when the following Resolution will be proposed:—

1. That clause 3 of the Memorandum of Association be altered by inserting after the words "the objects for which the Company is established are" the words "Sub-clause A," and by adding at the end of "Sub-clause A," new sub-clauses to be lettered B and C.

(b) To insure against loss or damage by fire all houses and all other buildings and erections, treasure, household furniture, goods, wares, merchandise, chattels, and effects whatsoever in Hongkong, China, Japan or elsewhere and the pursuit of the business of fire insurance generally and the doing of such other things as are incidental or conducive to the attainment of the above objects.

(c) To re-insure any risk in whole or in part.

Should the above Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 13th day of April, 1907.

By Order of the Board, CHAU SIU KI, Secretary.

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THE CANTON INSURANCE OFFICE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907, will be submitted for confirmation as Special Resolutions:—

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the definition "Jardine, Matheson & Co." be eliminated from Article No. 2.

(b) That Article No. 10 be eliminated.

(c) That Article No. 11 be eliminated and the following Article substituted therefor:—

"Messrs. Jardine, Matheson & Co., Ltd., shall be and they are hereby appointed the General Agents of the Company so long as they shall hold two or more Shares in the Company, and the Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., shall be the person for the time being in charge of the business of the Company."

(d) That the words "or the Corporation he represents" be inserted between the word "he" and the word "hold" in S.S. 1 of Art. No. 18.

(e) That at the end of Article No. 35 the following words be added, "And when any Share or Shares is or are held by a Public Company or Corporation the Secretary, Manager person for the time being in charge of the business of or Agent of such Public Company or Corporation shall be entitled to vote for such Public Company or Corporation."

(f) That at the end of Article No. 103 the following words be added, "All signatures of the General Agents may be subscribed by such person or persons as may from time to time be thereto authorized by the General Agents."

(g) That the words "or the" be inserted at the end of line 2 of Article No. 109 and the words "members of the firm of" be eliminated from the third line of Article No. 109 and the word "a shareholder of Messrs." be inserted in stead and that the word "Ltd." be inserted between the word "Co." and the word "or" in the 4th line of Article No. 109.

(h) That the words "and to the Common Law Procedure Act 1854 and every or any act from time to time in force and applicable thereto" be eliminated from Article No. 136.

i) That the word "ten" be eliminated from the 5th line of Article No. 14 and the word "Fifteen" inserted instead.

2. That the above Resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Dated the 2nd day of April, 1907.

By Order, JARDINE, MATHESON & CO., General Agents.

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PUBLIC COMPANIES

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Undersigned, at King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.45 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2nd April, 1907, will be submitted for confirmation as Special Resolutions:—

1. That the following alterations be made in the Articles of Association, viz:—

(a) That the words "Company or Corporation" be inserted between the word "person" and the word "for" in the second line of the definition of "The General Managers" in Article No. 2.

Apply to— **CHUNG CHINAM,**
Yan On Marine & Fire Insurance Co.
Hongkong, 1st March, 1907.

Ltd.
482

LINSTEAD & DAY
3rd Floor, Alexandra Building
Hongkong, 22nd March, 1907.

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 STORE, No. 36, Elgin Road & Mr. A.
 FERRY WHARF STALL.
 Hongkong, 22nd December, 1903.

HONGKONG HOTEL.

Mr. P. R. Adams	Mr. G. H. Innes
Mr. H. Albus	Mr. C. P. Jossicum
Mr. H. G. Battscombe	Mr. J. P. F. Joki
Mr. R. B. Beattie	Dr. and Mrs. E. Evans-Jones
Mr. B. Binet	Mr. R. M. Joseph
Mr. R. J. Bibeck	Mr. E. S. Joseph
Mr. & Mrs. S. Bisney	Mr. S. A. Joseph
Miss Disney	Mr. J. C. Joughin
Mr. J. B. Black	Mr. Yoshio Kuze
Mr. & Mrs. F. A. Branagan	Mr. A. Lano
Mr. T. Brayfield	Mr. P. Linton
Mr. and Mrs. W. W. Brewer & son	Mr. W. Logan
Mr. & Mrs. J. Brubosis	Mr. H. W. Longberg, jr.
Mr. E. G. Brighton	Mr. L. Long
Mr. & Mrs. L. Broughall	Mr. G. F. Mahlen
Mr. and Mrs. N. Brunswick	Mr. Brisbane Markes
Mr. E. W. Buchanan	Mr. O. Marriott
Mr. & Mrs. N. Butler	Miss K. A. Massey
Mr. L. F. Campbell	Mr. E. J. Mazzuchi & valet
Mr. E. W. Carpenter	Lt. Mrs. Mrs. L. A. McClure
Mr. A. Carter	Mr. M. McIlraith
Hon. and Mrs. W. Chatham	Mr. K. J. Montgomery
Miss Chatham	Dr. and Mrs. W. B. A. Moore
Mr. Mrs. O. Clark	Mr. Alberto Moreno
Mr. & Mrs. W. W. Clarke	Mr. and Mrs. R. H. Newborn
Eng. Lt. & Mrs. Clegg	Mr. A. G. Newington
Mr. H. J. Colobam	Mr. E. O. Ormrod
Mr. H. E. Colvin	Mr. J. A. Paine
Mr. J. L. Connor	Mr. J. J. D. Paul
Mr. J. Coulthart	Mr. W. Peako
Mr. H. C. Crook	Mr. and Mrs. S. L. Perkins
Mr. A. Cruickshank	Mr. F. Pollack
Lt. & Mrs. Davidson, R.N.	Mr. W. A. Powell
Mr. F. O. Davies	Mr. C. M. Preslaw
Mr. W. D. Dechen	Mr. C. M. Preslaw
Mr. and Mrs. W. H. Decker	Mr. E. H. Bay
Mr. F. H. Deolittle	Mr. H. J. Bond
Mr. and Mrs. W. A. Dewley	Mr. S. S. Rouch & child
Mr. and Mrs. T. C. Dowling & infant	Mr. J. Roll
General & Mrs. W. T. Dugger	Mr. S. B. Rowoldt
Mr. G. A. Dunlop	Count Sals
Mr. W. Einstmann	Mr. A. Skinn
Mr. & Mrs. Elmoore	Mr. F. E. Smith
Mr. E. P. Engste	Mr. O. M. Sorlier
Mr. W. H. L. Ewart & valet	Mr. J. Spittles
Mr. J. Fairchild	Mr. W. L. Stebbing
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Mr. H. L. Flister	Thompson
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Mr. B. L. Frost	Mr. C. Treloven
Mr. Deuman Fuller	Mr. Tronqueux
Mr. J. J. Fuller	Mr. W. Weber
Mr. M. St. Gaud	Mrs. A. M. Whitton & child
Mr. A. W. Grant	Mr. H. Wilkinson
Mr. M. Gray, jr.	Mr. L. J. Wishart
Capt. T. A. Hall	Mr. J. B. Wishart
Mr. B. H. Barker	Mr. M. S. Woods
Hon. E. A. Hewett	Mr. J. D. Woods
Mr. E. Howard	Mr. S. A. Yachnasti
Mr. E. Hunter	family, valet & maid
	Mr. J. A. Young

KING EDWARD HOTEL

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Mr. C. A. Arnotton	Mr. C. Plato
Mr. J. F. Boulton	Mr. and Mrs. J. ...
Mr. Harry Bramley	Sergeant ...
Mr. G. E. Corbett	Mr. and Mrs. S. Silvester
Mr. and Mrs. G. H. ...	Miss ...
Mr. George Curry	Mr. H. L. Silverstone
Mr. C. A. Davenport	Mrs. Sobern
Mr. & Mrs. F. F. Gauss	Miss N. Square
and family	Mr. D. W. Stinson
Miss Sarah Gauss	Mr. W. Subraman
Mr. & Mrs. W. J. Hill	Miss Tamsay
Mr. F. C. Hurley	Mr. Wallis & Tidley
Mr. Jackson & child	Mr. F. O. Tolley
Mr. J. E. Joseph	Mr. & Mrs. F. G. Tray
Mr. Geo. T. Lloyd	Mr. G. Williams
Mr. E. Mansel	Mr. Chas. Van Zant
Mr. & Mrs. J. V. Miller	

Alacrity, despatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leeth.
Hongkong.
Astraea, 2nd class, cruiser, 4,360 tons, 10 guns,
7,000 i.h.p., Captain C. L. Vaughan.
Manila.
Bramble, gunboat, 710 tons, 900 h.p., Lieut.
W. W. Dawson; Shanghai.
Britomart, gunboat, 710 tons, 900 h.p., Lieut.
W. L. Bamber; Yangtze.
Cadmus, British ship, 1,070 tons, Comdr. E.
W. L. Bamber; Shanghai.

Diadem, 1st class cruiser, 11,000 tons, 16 g.
16,500 h.p., Capt. Emperville, Hongkong.
Fame, torpedo-boat destroyer, 360 tons,
1,700 h.p., Lieut.-Comdr. Gray, Hongkong.
Florida, 1st class cruiser, 4,360 tons, 10 g.
7,000 h.p., Capt. Grant Dalton, Hongkong.
Hendy, torpedo-boat destroyer, 260 tons, 6 g.
4,000 h.p., Lieut.-Comdr. Cor, Hongkong.
Hirt, torpedo-boat destroyer, 260 tons, 6 g.
4,000 h.p., Lieut.-Comdr. P. H. H. Hongkong.
Hunt, torpedo-boat destroyer, 260 tons, 6 g.
4,000 h.p., Lieut.-Comdr. P. H. H. Hongkong.

King Alfred, British cruiser, 14,000
Capt. Cecil F. Thurnby, Manila
Kinsler, river gunboat, 231 tons, Lieut. Col.
F. Crabtree, Siangliang
Monmouth, cruiser, 9,590 tons, Capt.
Tuke, Manila
Moo sh, river gunboat, 180 tons, 2
Lieut. Col. Vaneehan, West River

3
RAY
OF
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461

Otto, torpedo-boat destroyer, 350 tons, 6
6300 l.h.p., Lt.-Comdr. Kiddler, en
Hongkong
Robin, river gunboat, 85 tons, 2 guns
l.p., Lieut.-Comdr. Walcott, West I.
Sandipier, river gunboat, 85 tons, 2 guns
h.p., Lieut.-Comdr. H. T. A'Day, West
Snipe, river gunboat, 85 tons, 2 guns, 2
Lieut.-Comdr. T. J. S. Lyne Yang
Taku, torpedo-boat destroyer, Hongkong
Tamar, receiving ship, 4,600 tons, 6
H.M.S. Preceda, H. P. Williams, at Hong

Dr. A.	Thisle, gunboat, 710 tons, 900 h.p.
Stom.	Comdr. West, Yangtze
ght ft	Virago, torpedo-boat destroyer, 360 tons,
smakes	6,300 i.h.p., Lieut.-Comdr. Stow
cellent	Hongkong
nc.	Waterwitch, surveying ship, 620 tons, 45
hinese	Comdr. A. W. Glennie, Long Hair
	Whiting, torpedo-boat destroyer, 340
	tons, 5,900 h.p., Lieut.-Comdr. C.
	Thomas, Hongkong
	Widgeon, gunboat, 195 tons, 2 guns, 8
	Comdr. G. R. Spicer-Simson, X

Woodlark, gunboat, 15 tons, 2 guns,
Lieut. Comdr. J. F. Knox, Yangtze

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Hongkong, 22nd December, 1903.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 18th April	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	DELTA	Noon, 20th April	See Special Advertisement.
LONDON, ANTWERP and MARSEILLES	JAPAN	About 24th April	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	On or About 26th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 16th April, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEROO and NEWCHWANG	"NANCHANG"	On 18th April, 4 P.M.
SHANGHAI	"KIUKIANG"	On 18th April, 4 P.M.
YOKOHAMA and KOBE	"TAIYUAN"	On 19th April, 4 P.M.
SHANGHAI	"HANGCHOW"	On 20th April, 4 P.M.
TIENTSIN	"KUEIKOW"	On 23rd April, 4 P.M.
SHANGHAI	"SHAOHING"	On 24th April, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 25th April, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 2nd May, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th April, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAKAO VIA SWATOW, AMOY AND ANPING	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY, 17th April, at 8 A.M.
TAMUI VIA SWATOW AND AMOY	"JOSHIN MARU" Capt. H. S. Smith	SUNDAY, 21st April, at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

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Hongkong, 17th April, 1907.

T. ARIMA, Manager.

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18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration.)	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, 1st May	25th May	25th May
"EMPRESS OF INDIA"	6,000	THURSDAY, 9th May	27th May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 22nd May	15th June	15th June
"EMPRESS OF JAPAN"	6,000	THURSDAY, 6th June	24th June	24th June
"TAITAT"	4,425	WEDNESDAY, 19th June	13th July	13th July
"EMPRESS OF CHINA"	6,000	THURSDAY, 4th July	22nd July	22nd July

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D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

Hongkong, 11th April, 1907.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZREGENTLUITPOLD" Capt. H. KIRCHNER	Wednesday, 24th April
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BAYERN" Capt. P. MILTZLAF	About Wednesday, 24th April
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. J. MINNSEN	Thursday, 25th April at Noon
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sombill	Wednesday, 1st May at 9 A.M.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. von SENDEN	About Friday, 3rd May

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 11th April, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of April	JAPAN	Second half of April
TJILIWONG	JAPAN	Second half of April	JAVA PORTS	Second half of April
TJIPANAS	JAVA	First half of May	JAPAN	Second half of May
TJIMAH	JAPAN	Second half of May	JAVA PORTS	Second half of May
TJIKINI	JAVA	First half of June	JAPAN	First half of June
TJILATJAP	JAPAN	First half of February	JAVA	Second half of June

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will be sent to Valparaiso if sufficient indentment.

Steamers Tons To Sail.

"KASATO MARU" 6,100 ... Middle of May.

"GLENFARG" 4,000 ... Middle of July.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager,
York Building.

Hongkong, 15th April, 1907.

NATAL LINE OF STEAMERS

The Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1906.

LADIES' AND GENTS' BOOTS
AND SHOES.

EASTMAN KODAKS, CAMERAS

AND

PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,

26, DES VŒUX ROAD CENTRAL.

Hongkong, 18th January, 1907.

Cutler, Palmer & Co.'s

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KIYO MARU, Japanese str., 1,063, S. Hira, 14th April—Saigon 9th April, General—Gihman & Co.

KRUMHOLT, Norwegian str., 860, O. Hansen, 9th April—Saigon 4th April, Rice—Aagaard, Thorsen & Co.

KUTSANG, British str., 3,110, Bradley, 14th April—Singapore 8th April, General—Jardine, Matheson & Co.

LOCKRUM, German str., 1,029, W. Fubert, 11th April—Bangkok 2nd April, Rice—Melchers & Co.

LOIYA, Norwegian str., 641, Solthsen, 11th April—Kangkok 1st April, Rice—Faschen, Lothian, British str., 3,911, J. C. Williamson, 21st March—Kutchinotzu 15th March, Coal—Dodwell & Co.

LYRA, American str., 3,516, H. C. Armstrong, 14th April—Manila 11th April, General—Dodwell & Co.

MACHEW, German str., 995, Rad. G. Zollner, 6th March—Bangkok 25th March, Rice—Butterfield & Swire.

MANIA, German str., 1,108, J. Minssen, 10th April—Sydney 12th March, General—Melchers & Co.

MARIA RICKMERS, German str., 2,254, A. Rupp, 10th April—Saigon 9th April, General—Jardine, Matheson & Co.

MAUSANG, British str., 1,441, R. Houghton, 6th April—Saigon 1st April, Timber and General—Jardine, Matheson & Co.

MERIONETHSHIRE, British str., 1,950, C. H. Burch, 4th April—London 9th Feb. General—Shewan, Tomes & Co.

MICHAEL MARU, Japanese str., S. Natsuno, 10th April—Moji 4th April, Coal—Dodwell & Co.

NIKKO MARU, Japanese str., 3,434, E. W. Haswell, 15th April—Manila 12th April, General—N. Y. K.

NANCHANG, British str., 1,010, D. Graves, 15th April—Chinking 8th April, General—Butterfield & Swire.

NIPOON MARU, Japanese str., 3,442, W. R. Pinner, 12th April—San Francisco 13th March, General—Toyo Kisen Kaisha.

NORSEMAN, British str., 1,634, A. S. Gibb, 19th March—Manila 15th March, General—Butterfield & Swire.

PHRANANG, German str., 1,241, F. Mangelsdorf, 4th April—Bangkok 27th March, Rice and Wood—Butterfield & Swire.

PHUY-YER, French str., 1,246, Buisson, 23rd March—Saigon 19th March, Rice—Bradley & Co.

PRIMA, Norwegian str., 761, B. A. Meyer, 11th April—Raraisa 5th April, Coal—Wallen & Co.

PULLBERG, German str., 782, C. Luppi, 13th April—Haiphong 9th April, Coal—Chinese.

QUINTA, German str., 987, T. Trahm, 8th April—Saigon 25th March, Sugar—Order.

RAJAHMUN, German str., 1,200, O. North, 8th April—Bangkok 31st March, Rice and Timber—Butterfield & Swire.

SENEGAMBIA, German str., 2,663, H. Eshhorn, 15th April—Hamburg 6th April, General—Hamburg-Amerika Linie.

SHAKANO MARU, Japanese str., 2,084, T. Sugi, 12th April—Japan & Moji 5th April, Coal.

SHANTUNG, British str., 1,855, J. Robinson, 10th April—Saigon 5th April, Rice—Butterfield & Swire.

SIGNAL, German str., 900, G. Schlaikier, 10th April—Rangoon 31st March, Rice—Johnson & Co.

SUEVIA, German str., 2,662, Selmer, 9th April—Shanghai 6th April, General—Hamburg-Amerika Linie.

SUEZ, Russian str., 1,395, Klussen, 13th April—Saigon 8th April, Rice—Aagaard, Thorsen & Co.

SUMA MARU, Japanese str., 2,294, H. Yamaguchi, 10th April—Saigon 3rd April, Rice—Gihman & Co.

TATSUMI, British str., 1,174, J. T. Laing, 24th March—Saigon 19th March, Rice—Bradley & Co.

TAIYUAN, British str., 1,459, L. Dawson, 15th April—Melbourne via Ports 12th March, General—Butterfield & Swire.

TATSU MARU, Japanese str., 1,919, N. Yamauchi, 5th April—Kobe and Japan 28th March, General—Chinese.

TELEMACHUS, British str., 1,340, I. Williamson, 13th April—Saigon 8th April, Rice and General—Chinese.

TINGKANG, British str., 1,158, S. M. Reynolds, 15th April—Saigon 11th April, Rice—Jardine, Matheson & Co.

TRUMPHER, German str., 978, T. C. Hansen, 14th April—Haiphong and Hoihow 11th and 15th April, General—Jensen & Co.

ULV, Norwegian str., 883, J. Pederson, 3rd April—Saigon 30th March, Rice—Arnsfeldt, Karberg & Co.

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

THE Steamship

"GLENEARN."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 11th April, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR"

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.

No Fire Insurance will be effected by

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th April, 1907.

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NOTICES TO CONSIGNEES

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SHIMOSA"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be

